



Illinois Department of Transportation

Illinois Route 71 Study

From IL Route 47 in Yorkville to Orchard Road in Oswego

Meeting Minutes – Project Study Group (PSG) Meeting #2

Date: April 14, 2011
Time: 10:00am – 12:00am
Location: IDOT – District 3 Headquarters, 700 East Norris Avenue, Ottawa, IL
Subject: Project Study Group (PSG) Meeting #2 – Review project comments and resolve design / scope issues for the preferred alternative.

A meeting was held to discuss the Illinois Route 71 project to review project comments and resolve design / scope issues for the preferred alternative.

The agenda was used as an outline during the discussions. The following is a summary of the items discussed:

1. Duane Lukkari opened the meeting and then everyone did a self-introduction stating their name and title. Mr. Lukkari then added a brief overview of the project, schedule, funding, and the remaining CSS schedule. He then went over the second half of the problem statement, which has many of the topics for discussion for today's meeting.
2. Mr. Lukkari then discussed how the shared-use path and sidewalk has been the most difficult part of the project, mainly since we are dealing with four different jurisdictional areas. He then requested for Joe Wywrot to explain the latest information regarding Yorkville's plans for sidewalk and shared-use path. Mr. Wywrot mentioned that they will officially have a new mayor and council as of the May 10th City Council meeting and that for the most part, they like the idea of the shared-use path concept. He stated that most of the mainline sidewalk will be eliminated except in certain areas where we are matching into existing sidewalk (in front of Walgreens, from Shell to McDonald's, etc.). He stated that Yorkville would like the shared-use path to be on the east side of IL 71 (opposite as it is shown now) and it would cross back to the west side just south of the IL 126 intersection. Mr. Wywrot also stated that the City would prefer to keep standard sidewalk from Walsh Drive to Walgreens on the west side. Yorkville needs to clarify their plans along both legs of IL 126. It was discussed that Geotech should send Mr. Wywrot a drawing (once they make all the changes) so he can review it and make sure everything is in the correct location.
3. Craig Reed asked if the locals would be committing in writing to the shared-use path so he does not have another last minute change (like one of his other projects). Ted Fultz mentioned that we do a "Letter of Understanding" in Phase I. The Letter of Understanding would outline estimated cost participation for the City. Mr. Wywrot



Illinois Department of Transportation

stated that he would take the Letter of Understanding to the City Council for review and signature at their next meeting.

4. Mr. Fultz pointed out the shared-use path within Yorkville's jurisdictional area and it was discussed that it would be an aggregate surface path. Mr. Fultz responded that an aggregate path was an economical option which would establish ROW and allow the city to pave in the future. Todd Hill noted the additional maintenance required for an aggregate surface, and Joe Wywrot acknowledged that Yorkville was aware of this. Todd Hill mentioned how some other projects provide a shelf or additional ROW for future paths. Mr. Fultz replied that District 3 does not like to acquire right-of-way from property owners for future designs when the local agencies do not support constructing their share, because it would be difficult to defend during condemnation. Mr. Hill stated that this is a legal issue. Mr. Lukkari then stated that Yorkville has a future COMED trail and that this connects up with IL 47 south and thus no shared-use path is shown on IL 47. Mr. Hill then asked if the bicycle warrants were met for this leg and Mr. Fultz stated they appear to have origins and destinations. Mr. Hill asked about design speed and traffic volumes. Greg Lee stated the design speed was 45mph and future volumes were between 12,000 and 16,000. Some discussion was made about the next level of accommodation which is a 5' striped bike lane on the roadway. Mr. Wywrot stated that the City would not be willing to participate in a striped bike lane due to the costs. Mr. Hill stated that he wished to consider the next best accommodation the appropriateness of a 13' or 14'-wide outside lane for the south leg of IL 47.
5. Jim Allen asked if the aggregate surface path would meet ADA requirements and if this aligned with their transition plan. Mr. Hill responded that aggregate surface is not ADA compliant since it is not a "stable and firm surface". Mr. Wywrot said that Yorkville has a draft transition plan. Mr. Allen stated that the Village of Oswego should also have a transition plan showing how they plan to tie into the IL 71 project. The IL 71 project needs to match the City's' transition plans at the project termini.
6. Mr. Lukkari went over the remaining shared-use path, which is east of Yorkville's limits. He mentioned that the Kendall County Forest Preserve wanted to extend the path to their property and then they worked with the County and finally agreed to go all the way to the east end of the project (minus 2200' for Oswego). Mr. Lukkari pointed out that the County agreed to participate in the shared-use path beginning at the Yorkville corporate limits all the way through their jurisdiction to the north terminus. The County requested to cross from the west side of IL 71 to the east side at Hilltop Road, which is an unsignalized crossing. Sight distance also needs to be considered at the crossing location. Shifting the path to the east side helps to get the path away from Lyons Farm, a small pond, a homeowner who has stated to the County that they do not want a path near their subdivision, and to a side which already has some private paths. There is a home however, which is very close to the road on that side and the path may not be able to go in front of their house. Mr. Hill asked if the roadway alignment could be shifted to the west to avoid the home. Mr. Fultz noted that any shift would result in more impacts to the Lyons Farm which is potentially a 4f property. Mr. Fultz stated that the IL 71 alignment shifted to stay away from the Forest Preserve. Mr. Hill asked what the 4f impacts were. Mr. Fultz said that he does not know of any impacts since we stayed away from their property.



Illinois Department of Transportation

7. Mr. Allen asked what the impacts to Lyons Farm were. Mr. Fultz stated that trees and shrubs along the frontage would be impacted however would be replaced in-kind and in the same general location along the frontage.
8. Connie Lindenmier stated to Mr. Lukkari, that the planned subdivision located in Oswego, will need to have the noise impacts studied when we do the new noise study. Mr. Fultz stated that the current noise policy will change on June 29th and that we may need to supplement the project to do another study. The previously completed noise study revealed that no noise barrier was warranted mainly because the receptors (homes) were too spread out and it was not economical to construct them based on the benefit to cost ratio.
9. Mr. Lukkari quickly went over the results from the public meeting and the Community Working Group meeting. It was then discussed how noise was the number one homeowner comment but the noise study determined no walls were economically feasible. Some residents asked about rubberized asphalt to lessen the noise. Paul Niedernhofer will determine if the Department has guidance or policy on this type of HMA. Update: The District researched information about rubberized asphalt and found out that it is very expensive and may not be economically feasible. In general, bituminous pavement would still be much quieter than most concrete pavements and the district should keep this in mind during Phase 2.
10. The next topic was right turn lanes at IL 71 and IL 47. Mr. Lukkari mentioned that the traffic numbers have changed considerably at this location (over the years) and that no right turn lanes are warranted but one exists now (SB IL 47 turning WB onto IL 71). The only quadrants with small impacts would be the current turn lane area and the WB IL 71 turning to NB IL 47. The district requested an exception for these two turn lanes and it was agreed by Mr. Niedernhofer that this is acceptable (we will still need to go to FHWA/BDE coordination for these).
11. The next topic was in regards to traffic signals and the three subdivisions on the west end of the project. Mr. Lee went over these and it was determined they were not warranted and that the future hospital would have a traffic signal – which is the eastern most subdivision entrance.
12. Mr. Lukkari then discussed how we do not plan to shift alignments (other than to stay away from the forest preserve) for IL 71 as five people requested. Nobody had any input on the issue.
13. The next topic was the 22' raised median and how 3 businesses and 24 residents may have reduced access (right-in and right-out). Mr. Fultz asked what happens if we start opening up areas for people. Mr. Lukkari mentioned a quick study the District performed which predicts the following crashes per year for the entire 5.4 mile project length: 22.7 crashes for a 2 lane, two way undivided (current configuration) roadway; 13.0 for an Urban / Suburban 4-lane divided arterial; and 32.4 for an Urban / Suburban 4-lane with a flush median. Mr. Lukkari noted that increasing the “predicted crashes” does not satisfy the Problem Statement. Jim Allen recommended that the study showing the potential crash increase be shown at the next Community Working Group



Illinois Department of Transportation

(CWG) and Public Meetings. The IL 71 Shell entrances were discussed and Mr. Wywrot mentioned that if we opened that west entrance that it would help Walgreens also. However, there is not enough distance to develop a left turn-lane for this entrance. Mr. Lee mentioned that it is flush now and Mr. Fultz stated that we have to design for the future. Mr. Wywrot stated that the area west of Shell has been re-zoned and he could take a plan sheet to city hall to get their input. Mr. Fultz stated that the one of the design goals at the IL 47 intersection should be consistency along IL 71 with the adjacent roadway sections. Mr. Lukkari next went over the project area from just east of Van Emmon to the tree line and mentioned that 14 of the 24 “right-ins” and “right-outs” could be eliminated if we went with a flush median at this area, but crash probabilities increase. It was suggested by Mr. Niedernhofer that we should show the median throughout the project limits (at the public hearing) and see what kind of comments we get. The group concurred. The All Season Motel could have their east entrance tie into Walnut Drive (Mr. Wywrot stated that this is a village street) although Mr. Lukkari stated that the owner did not want to do this. It was mentioned to document this well.

14. Fire trucks crossing the raised median was discussed. Mr. Wywrot stated that the fire chief stated that trucks are capable of crossing the barrier curb median, however, if the trucks opt to go to the next turn around that is fine. Mr. Fultz asked Mr. Wywrot if he has heard any reports of accidents or fatalities from fire trucks crossing raised medians or making U-turns. Mr. Wywrot responded “No”. Mr. Fultz asked about mountable curbs and Mr. Niedernhofer stated that this is usually for 4” or less curb.
15. Mr. Reed asked if the median would be grass. Mr. Niemann stated that maintenance would not like grass while Mr. Wywrot liked the grass idea. Mr. Fultz said this topic was discussed before and the minutes and policy should be reviewed. It was noted that a concrete median surface was shown at the Public Informational Meeting. Mr. Wywrot asked what the height limitations would be for median plantings, and asked if it may be 1’ to 2’. The District will research and respond. Update: Previous discussions on the median surface from the 7-14-10 Local Officials meeting: *“Kevin Crider asked the local officials for their input on preferred raised median surface type. Ted Fultz noted that current IDOT policy is to construct concrete surface for raised medians up to 22 feet wide. Mayor Valerie Burd offered the opinion that landscaped medians create aesthetics that add to the enjoyment of driving. Ted Fultz noted that IDOT would consider a landscaped median if the city would maintain it and asked the local agencies to provide input by August 12, 2010 if they wished this.”*
16. Mr. Lukkari stated that there are a few property owners who owned/parked semi trucks on their properties (he pointed out the Fred Wayne property) and asked if he should investigate to see if access should be given to these owners or how often these trucks are even used. It was shown that if the Waynes want to exit and go east they will have to go down to IL 126 and loop around. Mr. Lee stated that we did not accommodate semi trucks in the median U-turn designs. Mr. Lukkari asked if bump outs were needed and it was concluded that maintenance and semi owners may want 3 or 4 of these to allow larger trucks to turn around. An appropriate design vehicle needs to be identified for the median opening U-turns, such as a single unit fire truck. However in general, it



Illinois Department of Transportation

was decided not to accommodate individual semi-truck owner/operators if their properties were not commercial or zoned as such.

17. Mr Wywrot asked if the IL 71 project would accommodate a planned crossing for the trail east/north of the IL 47 intersection. Mr. Lukkari replied yes if the City commits to build it. Mr. Fultz added that the City will need to apply to IDOT for a permit for the crossing.
18. It was discussed that we need approved IDS's and an EA before going to the public hearing. So the schedule will need to be revised to accommodate this.
19. Mr. Allen mentioned that a new noise analysis could cause the need for another public hearing.
20. Greg Lee noted to Kevin Crider that accommodations for crosswalks at the IL 71-IL 126 intersection will need to be made to facilitate future sidewalk construction.

Agenda

Project Study Group (PSG) Meeting #2

April 14, 2011

Illinois Route 71 Study

From 1/3 mile west of IL 47 to 1/3 mile west of Orchard Road

Purpose of Meeting: To review project comments and resolve design / scope issues for the Preferred Alternative.

1. Introductions:

- Ted Fultz (Location & Env. Studies Engineer) (815) 434-8469
- Lou Paukovitz (Urban Planner) (815) 434-8473
- Duane Lukkari (Studies & Plans Unit Chief) (815) 434-8565
- Kevin Crider (Geotech Engineering & Testing, Inc.) (270) 443-1995
- Don Hayden (IE Consultants, Inc.) (618) 654-6738

Geotech Engineering & Testing, Inc. has been selected to provide Phase I and Phase II engineering for this project which includes the Context Sensitive Solutions approach. Geotech has hired IE Consultants to help with the CSS.

2. Proposed Scope of Work (approximately 5.41 miles):

The department initially identified that traffic volumes in this corridor are near the capacity of the existing roadway and that rapid development and lack of alternate routes will continue to increase the demand on the state highway system. The three options which were studied include "No Build", "Construct 3 Lanes", or "Construct 4 Lanes". The first two options do not meet the Purpose & Need of the project and have been eliminated. After engineering evaluation and public involvement it has been agreed that the Department should reconstruct IL 71 to a four-lane roadway. Review the proposed typical section and drainage concept. The other work includes improving the intersections of IL 47, IL 126, Country Hills Drive, and Van Emmon / Reservation Roads.

3. Schedule & Funding:

a. Program: The southwest section of the project (IL 47 to IL 126) is funded at \$11.857 million dollars in the Fiscal Year 2011-2016 Proposed Highway Improvement Program. The remaining portion of the project will be monitored and considered for inclusion in future programs. Total cost is estimated at \$38.2 million and currently \$900,000 is programmed for Phase I Engineering, \$900,000 for Phase II Engineering, and \$7.0 million for Land Acquisition. Phase I is scheduled for completion in August 2011. Phase II Engineering normally takes 18-24 months

b. CSS Schedule:

Local Officials Meeting #1 - Held on 1-20-10 (Project Start / Identify Stakeholders)

Community Working Group #1 – Held 2-17-10 (Context Audit / Develop Problem Statement)

Project Study Group Meeting #1 – Held 3-9-10 (Define Alternatives)

Local Official's Meeting #2 – Held 7-14-10 (Present Alternatives / Notice of Public Meeting)

Public Meeting #1 – Held 7-29-10 (Present Alternatives)

Community Working Group #2 - Held 8-31-10 (Review Public Meeting results / Review Alternatives)

Project Study Group Meeting #2 - **Today's meeting** (Select and refine the Preferred Alternative)

Community Working Group #3 – Is slated for April / May 2011 (Present the Preferred Alternative). This meeting was added.

Local Official's Meeting #3 - Is slated for May 2011 (Present Preferred Alternative / Notice of Public Hearing)

Public Meeting #2 – Public Hearing is slated for June / July 2011 (Present Preferred Alternative)

4. Problem Statement

Review the Problem Statement. This statement came from input from our first CWG and Project Study Group (PSG) meetings.

“The Transportation problem with Illinois Route 71 in Kendall County from Yorkville to Oswego is that projected vehicular traffic volumes along this Strategic Regional Arterial route will soon exceed the capacity of the existing two-lane roadway thereby increasing congestion, compromising safety, and reducing the quality of life of the adjacent communities. In order to meet the needs of the affected stakeholders, a transportation solution is needed that will increase highway capacity, reduce crashes, support local agency pedestrian and bicycle accommodation plans, support local and regional economic vitality and development, maintain reasonable access to adjacent properties, and preserve key community characteristics.”

5. Define Alternatives – Discussion

- a. The most difficult part of this project to date is in regards to the shared-use path and sidewalk. Almost everyone agrees that pedestrian/bicycle accommodations would be nice but a lack of local funding, and maintenance / liability concerns have made this very difficult to get local agency agreement on cost participation and maintenance. After

numerous meetings we have come up with the following design to date: Yorkville wants a shared-use path (and possibly sidewalk) within most of their jurisdictional limits; The Kendall County Forest Preserve District agreed to almost 3 miles of shared-use path in the mostly unincorporated northeast end of the project; and the Village of Oswego has agreed to 2300' of shared-use path which lies within their Village limits.

If any of the above parties were to change their mind (and fail to pay their 20% cost share or agree to maintenance) then we would need to consider the next highest and best accommodation. If this were to occur, we could consider changing the design in these locations to “no outside curb” and open ditches or to a 13' (SRA policy) or a 14' (urban policy) outside lanes.

- b. Results from 7/29/10 Public Meeting and the results from the last CWG Meeting – see attachments. Note that multiple comments were from the same family or group.
- c. Noise – 25 people requested a noise barrier (2 others stated that they do not want a noise wall). A noise study was performed and it was determined that noise barriers were not feasible due to the high cost per benefited receptor. Three people also requested rubberized asphalt due to less noise. Do we recommend a flexible pavement design rather than rigid due to less noise?
- d. A right turn lane for WB Illinois Route 71 to NB Illinois Route 47 – 10 people requested this. From our 2009 traffic counts, the anticipated turning movements are 104 to 111 (2035 DHV). The warrants which drive this turn lane: are a right turn volume greater than 150 vph and a mainline volume greater than 300 vphpl (we have 467 - 498 divided by 2). Other reasons to construct this turn lane include: for uniformity of the intersection design; crash experience; if the capacity analysis determines a right turn lane is necessary to meet level of service, or engineering judgement indicates a significant conflict. It should be noted that a right turn lane exists for SB IL 47 turning west on IL 71 and it actually has the lowest 2035 turning volume. The right turn lane (under discussion) is not warranted so should we request an exception? How about replacing the existing right turn lane? Any other legs?
- e. Traffic signals for Village View, Raintree, and Country Hills. 9 people requested signals at one of these locations (3 people do not want any additional signals from IL 47 to IL 126). Individually, none of the locations warrant traffic signals nor an IDS (less than 400 DHV on each sideoad). Do we study one set of signals for the middle subdivision (Raintree)? These subdivisions are all connected and it may help the homeowners during the peak flows. Or do we wait for the Edward Healthcare Center to be constructed since it is proposed to have a traffic signal opposite of Country Hill Drive?
- f. Alignment: 5 people requested that the alignment shift to avoid impacts to their property. IDOT typically maintains the existing centerline when

widening roads unless there are environmental reasons or to improve roadway geometry safety.

- g. The proposed urban cross section, which includes a 22' raised concrete median, concrete curb and gutter, and some storm sewer. The median openings are spaced approximately every ¼ mile and approximately three businesses and approximately twenty-four residences end up with a “right-in” and “right-out” condition. These numbers exclude owners who have another driveway which has full access. If we were to design a flush median north of Van Emmon Road we could eliminate 14 of these residential “right-in” and “right-outs”.
- h. A raised concrete median is designed for most of IL 71. Nearby on IL 47 we are not installing medians. At the intersection of IL 47 and IL 71 this will probably be an issue for business owners who have traffic which can only do the “right- in” and “right-out” on IL 71. Do we cut an opening for the Shell gas station? Do we have the All Season Motel tie into Walnut Drive?
- i. A portion of the project has many driveways (east of Van Emmon OR stations 680+00 to 738+00). We could design a flush bidirectional turn lane in this area. The crash probability increases (see the predicted crash sheet) but the homeowners like this design better.
- j. Emergency vehicles and the raised median. There were some concerns about the local fire department stating (to a homeowner) that they will not cross a raised median because it could damage their vehicles. The District contacted the Bristol-Kendall Fire Chief on two different occasions and he confirmed (both times) that their trucks can physically cross the proposed median but that they would probably go to the nearest “turn-around” to prevent any truck damage. Do we design a 13' wide flush median? Or do we change our design from barrier to mountable curb?
- k. Semi-trucks? How do we know who owns large trucks? There are many homes hidden in the trees and if they have semi-trucks and are not provided “an opening” in the median” it could be very difficult for them to find a location to turn around. Do we investigate many of these sideroads and entrances looking for owners of large trucks?
- l. Due to limited local roads in this area, what is an appropriate design for median openings and intersections to accommodate “U”-turns? The current design accommodates a passenger car or truck (20' length).
- m. Minimize the proposed R.O.W. 4 people asked specifically for this. There are other comments which are directly related to this item: 7 persons who are concerned about landscaping; 6 people concerned about the road being closer to their home; 3 people requesting that we reduce the median width; all the people concerned about noise, etc.

- n. South leg of IL 47. The locals do not want a shared-use path at this location. We are planning a five lane section (13',12', 13', 12', 13'). Is an exception required since Yorkville has a planned shared-use trail running parallel (the future COMED trail will be 2100' east of the intersection)?

6. Select Preferred Alternative